(a) the amount of financial assistance given to Gujarat for the setting up of fodder banks under the Centrally sponsored scheme 'Assistance to States for Feed and Fodder Development' during the last three years;

(b) the amount spent by the State under the scheme during the said period;

(c) whether the Central Government are aware of the alleged misappropriation of funds on this account; and

(d) if so, the details thereof and the action proposed to be taken in this regard?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (SHRI RAGHUVANS PRASAD SINGH) : (a) Rs. 26.25 lakhs (Central share) was released to the State of Gujarat for setting up of a Fodder Bank during 1994-95 under the Centrally Sponsored Scheme. 'Assistance to States for Feed and Fodder Development'. The sanction was revalidated for utilisation during 1995-96.

(b) to (d) Information is being collected from the State Government and will be placed on the Table of the Lok Sabha.

Marine Environment

4710. SHRI SHIVRAJ SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether shipping casualties in the Indian waters caused any harm to the marine environment;

(b) if so, the number of such casualties reported during 1995-96 and 1996-97 till date and the extent of pollution caused in each casualty; and

(c) the steps taken to prevent pollution of marine environment caused by the shipping casualties?

THE MINISTER OF ENVIRONMENT AND FORESTS (PROF. SAIFUDDIN SOZ) : (a) and (b) As per the information of the Coast Guard Headquarters, so far there is no such report of damage to marine environment around India due to marine casualties. In 1995-96 no casuality was reported except a minor spill by Dredger Mandovi II of Visakhapatnam. In 1996-97, there were five reported marine casualties in which only one vessle MV Al-Hadi had spilled oil which was cleaned up by Coast Guard of Mumbai. A minor spill subsequent to a leak from an oil barge was caused in Hooghly river. This was controlled by Calcutta Port Trust.

(c) A National Oil Spill Disaster Contingency Plan has been formulated and is in force which is co-ordinated by the Indian Coast Guard.

Disposal of Red Sanders

4711. SHRI R. SAMBASIVA RAO : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government of Andhra Pradesh has requested the Central Government to permit them to dispose of 800 tonnes of red sanders in the State;

(b) if so, the reaction of the Government thereto; and

(c) the total amount obtained by the State Government in disposing of the red sanders so far?

THE MINISTER OF ENVIRONMENT AND FORESTS (PROF. SAIFUDDIN SOZ) : (a) Yes, Sir.

(b) Government of India has permitted the export of value added items made out of Red Sanders wood.

(c) Government of Andhra Pradesh has called global tenders for export of value added items made out of Red Sanders wood. No material has been sold so far.

Accounting System in Super Bazar

4712. SHRI JAI PRAKASH (HARDOI) : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of bills of the suppliers pending for payment as on date;

(b) the date from which these are pending giving the reasons therefor;

(c) whether there is any proposal to discard the decentralised accounting system and unify the accounitng system as hithertofore; and

(d) if so, the reasons therefor?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF FOOD (SHRI CHATURANAN MISHRA) : (a) As per the information furnished by the Super Bazar, Delhi there are about 2,500 bills amounting to Rs. 4.50 crores to be paid to the suppliers as on 30.4.97.

(b) Most of the bills mentioned at (a) above have been received by the Super Bazar, Delhi in the month of April, 97. However, receiving bill, processing it and making payment is a continuous process for the Super Bazar. The Super Bazar is normally making payment to the suppliers as per the agreed terms of payment. Sometimes due to non recovery of payment against credit sales made to the Govt., local bodies other institutions etc, the Super Bazar is unable to adhere to the payment schedule.

(c) and (d) At present, the Super Bazar do not have any proposal to discard the decentralisation of accounting system and unify the same.

Trial Court

4713. SHRI PAWAN DIWAN :
SHRI RAM KRIPAL YADAV :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are aware of the Supreme Court recent verdict that the precious time of the trial courts should not be wasted for deciding the future dates of the cases and to complete the related legal procedure of the cases to be considered by the trial courts;

(b) whether the Government propose to issue direction to all the State Governments for advising the trial courts to implement the ruling of the Supreme Court with immediate effect so that the number of pending cases with them is reduced and to identify all such cases which can be covered and closed under the said ruling and not to admit such cases in future; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) Yes, Sir.

(b) and (c) Under Article 141 of the Constitution of India, the law declared by the Supreme Court shall be binding on all courts within the territory of India.

Detection of Live Bombs

4714. SHRI MANGAL RAM PREMI :
SHRI KAMESHWAR PASWAN :
SHRI MOHAN RAWALE :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned "Live Bombs being sold for Scrap" appearing in *Indian Express*, dated February 21 1997;

(b) if so, the details thereof;

(c) whether any inquiry has been conducted in this regard;

(d) if so, the outcome thereof; and

(e) the action taken against the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) to (e) As per information furnished by the State Government of Rajasthan, live bombs alongwith other scrap materials were sold to the Kabari shop owner which were collected from the Field Firing Range, Mahajan. One of the bombs exploded as a result of which 4 persons were killed and three injured. The State Government had appointed the sub-divisional magistrate of Hanumangarh to enquire into the incident. The enquiry revealed that the explosion occurred as a result of hammering the scrap by Shri Pala Ram who was one of the deceased. The State Government has also informed that in the absence of eye witness the army personnel who sold scrap to the Kabari shop owner could not be identified. It was however decided that both Army and State authorities will keep a strict watch to prevent occurrence of such mishaps in future by checking illegal collection of scrap from the Field Firing Range.

Persons killed by Blueline Buses

4715. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons killed by Blueline/Redline buses in Delhi during 1996 till date;

(b) the number of drivers arrested and finally convicted for killing the people during 1996;

(c) the number of vehicles involved in the accidents;

(d) whether the rule regarding deploying two drivers for each bus is enforced strictly by the enforcement agency;

(e) whether cases of harassment of small vehicle drivers at the law of police have been brought to the notice of authorities during the last one year; and

(f) if so, the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) The number of persons killed in road accidents on Delhi roads by blueline/redlines buses is as under :

Year	Persons killed
1996	204
1997 (upto 30.4.97)	54

(b) During the year 1996, 394 drivers were arrested, of whom one driver has since been convicted.

(c) 174 vehicles in 1996 and 114 in 1997 (upto 30.4.97) were invovled in road accidents.

(d) The law provides that no adult motor transport worker shall be, except in cases of long distance routes, required or allowed to work for more than 8 hours a day and